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## BIRTH.

On the 28th March, at No. 50, Bubbling Well Road, the wife of WILLIAM AUGUSTUS WHITE, of a daughter.

## MARRIAGE.

On the 31st March, at the Union Church, by the Rev. C. H. Hickling, ROBERT W. ASTELL, of Shanghai, to ROSE WILLIAMS, of Birmingham.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.  
 LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 4TH APRIL, 1904

Forty-five pages of the latest *Government Gazette* are occupied with the Report of the Director of Public Works for the year 1903. Here the general public has brought under its notice the multitudinous duties and responsibilities which a Public Works Department is required to assume in a Crown Colony like Hongkong. Land sales and surveys, waterworks and reclamation schemes, the construction and maintenance of public roads, bridges, sewers and nullahs, sea-walls, piers and lighthouses, the erection and maintenance of Government buildings, the construction and arrangement of buildings generally—all these and many others, even to the issue of squatters' licences—come within the province of the Public Works Department. And on each and every one of these subjects something has to be said in the Director's annual report. It is not possible in the space of a column, or even two, to touch upon all these topics. One subject dealt with in the Report is of sufficient public interest to monopolise all the space we are able in this column to devote to the consideration of the Report to-day. That subject is the water supply. While the community is still restricted to a two hours' daily service, the progress of the waterworks is a feature of the Report which will naturally command especial attention. The improvement in the service in 1903, as compared with that of 1902, though admitted to be principally due to

the incidence of the rainfall, was, it is satisfactory to learn, contributed to by the installation of temporary pumping plant in the Tyantuk Valley and by the Tyantuk Byewash reservoir being sufficiently advanced to enable about twenty million gallons to be impounded in September. In the year 1902 recourse was had to the intermittent supply on the 1st November; in 1903 it was not until the 15th December that it was deemed expedient to put the Colony on "short commons." So far we are not aware that it has been found necessary to have recourse to measures for importing water from the mainland as was done during the spring of 1902, but we regret to note that the quantity of water in the storage reservoirs of the Colony on the 1st January this year was 24 million gallons less than the amount in the reservoirs on the corresponding date last year. No fears or alarms are expressed in the Report concerning this rather disquieting statement, and perhaps no one need entertain them. But it is worth while pointing out that the returns given in the appendices show that the development of the Hill and the Higher Level Districts has resulted in largely increased demands for water, compared with the requirements of previous years, and as a natural consequence the water in the storage reservoirs must be all the more rapidly exhausted. It is to be noted, too, in this connection that we have so far had less rain this year than last, and the fact that there was less water in the reservoirs at the beginning of this year than at the beginning of last therefore takes on a more serious aspect as the dry season continues. Fortunately for this reason we are now approaching the end of the dry season, and trust no need will arise for further restricting the supply of water to the community.

A brief résumé of what has been done in the direction of securing a constant supply will not be out of place here. By paragraph 56 of Mr. CHATHAM's Report, which refers to the City and Hill District Waterworks, we learn that most of the works recommended in Mr. COOPER's Report of the 9th May, 1896, have been executed, together with certain additional items at an expenditure of \$319,285. Mr. COOPER's recommendations for the improvement of Pokfulam conduit have not yet been carried out, but the conduit has been thoroughly cleaned and freed from obstructions. With regard to the Peak supply it is stated the pumping plant and rising main required for maintaining the supply to the Peak have been indented for. The new engine is to be capable of raising 72,000 gallons per working day of twelve hours. In paragraph 64 referring to the Tyantuk scheme an account is given of what has been done to render available, until some permanent works can be established, the dry-weather flow of the streams, the water of which it is ultimately intended to impound. A small dam has been constructed and a temporary pumping plant laid down capable of raising half a million gallons per day from the Tyantuk valley to the gauge basin at the entrance to the Tyantuk tunnel. This engine started work on the 1st November, and notwithstanding the occurrence of some bursts in the rising main at the outset, the quantity of water pumped up to the end of the year amounted to 20½ million gallons. Some account is given of the sinking of wells for the purpose of ascertaining the depth at which a reliable foundation for a dam will be met, but Mr. CHATHAM says it appeared obvious from the results of the trial works that a lengthened period must elapse before a scheme for the low-level dam could be definitely prepared, submitted, and carried out, and therefore a scheme for a dam on another site has been referred home to the Secretary of State for the Colonies as affording the most ready and economical means of enabling this interval to be bridged over, while at the same time it will not hamper or interfere in any way with the carrying out of the original scheme. This new scheme is for a dam to impound 194 million gallons of water, and the entire cost, including pumping station, rising and suction mains, and certain new roads, is estimated to be \$780,000. The scheme had not been "definitely sanctioned" by the close of the year, but the Report states that the necessary drawings, etc., to enable a contract to be let were proceeded with and were in a forward state at the close of the year. This indicates that though the scheme has not been "definitely sanctioned" there is reasonable hope of full sanction being obtained. It is to be hoped that the decision of the home authorities will speedily be made known and that there will be no unnecessary delay in the commencement of this obviously urgent undertaking.

The actual expenditure on public works in the Colony last year amounted to \$1,349,532.

The Shanghai Tag and Lighter Company show in their profit and loss account for the past year a profit of Tls. 184,950.

It is announced that the first Gymkhana meeting will be held at the Happy Valley on Saturday, the 23rd inst. Particulars appear in our advertisement columns.

Mr. J. F. Boulton has been appointed to act as Assistant Director of Public Works from the 30th ult. during the tenure of the office of the D.P.W. by Mr. P. N. H. Jones.

A general map of the New Territory, on a scale of two inches to the mile, is now being prepared by the Public Works Department. It will show all streams, roads, paths, cultivated areas and villages.

Mr. P. N. H. Jones, the Acting Director of Public Works, has been provisionally appointed to be an official member of the Executive and Legislative Councils during the absence of Mr. W. Chatham.

The Superintendent of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the Building fund of the Maternity Hospital:—Taikoo Sports, \$52.80.

John William Stewart, formerly a captain in the China Merchants' service, was before the Supreme Court at Shanghai on the 28th March on a charge of stealing a bicycle. Prisoner pleaded that it was "Burns' night" when he took the bicycle, and he had too much to drink. The case was adjourned to allow of the prisoner finding sureties for his good behaviour.

*O Patriota*, our weekly Portuguese contemporary, states that the Portuguese cruiser *Vasco da Gama* is expected to arrive at Macao shortly. One of the cruisers, either the *Adamastor*, now in Hongkong harbour, or the *Vasco da Gama*, will probably proceed to the north. The same paper also states that according to letters received from Lisbon by the last mail, it is the intention of the Portuguese Government to despatch to Macao two more cruisers, *D. Carlos* and *D. Amélia* if necessary.

The new peal of bells at the Roman Catholic Cathedral were first rung on Saturday last (Holy Saturday) during the services in the morning. The pealing was very sonorous, but the manipulation was imperfect owing to want of practice on the part of the ringers. The Easter services on Sunday at the Cathedral were fully choral and were very imposing. His Lordship Bishop Piazzoli, assisted by all the clergy, Italian, French, and Spanish, officiated, and the Congregation was very numerous.

The Paris *Temps* publishes a leading article on Tibet, in which the recent discussions in Parliament are referred to and Lord Curzon's action is emphasised. Indeed, the *Temps* is of opinion that the expedition is one of the fruits of the continued position of Lord Curzon as Viceroy of India. The *Temps* says:—"The truth is that one must see in this hybrid Mission, in which soldiers armed to the teeth escort an envoy bearing words of peace, Lord Curzon's answer to the mysterious Embassies which the Tsar received at Livadia and St. Petersburg."

Russian newspapers made much capital out of a report in circulation at the end of February to the effect that Jewish agents are now at Koshoff and Tamboff buying up for the British Army sound and healthy horses from five to eight years to the number of at least 3,000. Further, it was asserted that these horses are really intended for Japan. The *Sifet*, for instance, says:—"This is a nice business! While on every side we hear of offers made by Jews in connection with the war, huckstering Jews are at the same time leaving for the banks of the Vistula, while elsewhere other Jews are buying remounts for Japan. It is a revolting act of treason, and it is to be hoped that an enquiry will be held immediately and the guilty ones rigorously punished. If the horses which are being bought are really for the British it must not be forgotten that Great Britain, although now neutral, is Japan's ally, and that consequently this is by no means the time for the faithful subjects of the Tsar to furnish remounts for the British cavalry."

"F.A.G." writes in the *Kobe Chronicle*:—"Talking about war, one of the most pathetic, not to say tragic things which I have come across for some time is an 'express' which was delivered with the *Korea Review*, and which relates to an incident probably arising from the demoralisation of communications. It was headed 'Boxes Astray,' and read as follows:—"A box containing books of a religious nature has been delivered by mistake to the undersigned. Any one who gives an accurate description of the contents can take delivery. On the other hand, a box containing novels from London addressed to the undersigned has gone astray. If this has been delivered in mistake to any one in Korea, the advertiser will feel greatly obliged if the receiver will kindly inform him. T. E. Hallifax, Seoul." Mr. Hallifax has my deepest sympathy. To order a book of novels, and receive instead books of a religious nature! There will doubtless be many tragic incidents during the war, but it is difficult to conceive of anything more pathetic than the picture which is thus conjured up.

**HONGKONG GENTLEMAN'S DEATH.**  
 We regret to announce the death of Mr. F. R. Spence who was formerly employed in Messrs. Brewer and Company's and latterly in the Customs in Queen's Road. It is supposed that he fell over the verandah.

Panglima Hassan, the Moro fanatic who has kept Jolo island in a ferment, was killed on March 4, fighting absolutely singlehanded against a whole squadron of U.S. cavalry. He had refused the proffer of his life if he would surrender, and with twenty-five wounds on his body, his two companions shot down beside him, his rifle stricken from his hands by a bullet, he attempted to hew his way with a barong through a cord of his foes. The cavalry sergeant who barred the path would have spared his life in admiration for his fierce courage, but Hassan rushed on him so savagely that he was forced to shoot to save his own life. Hassan's body rolled at his feet, the forehead riven by a forty-five calibre bullet. His body was literally full of holes.

In the House of Commons on the 29th February Captain Ellice (S. Andrews Burghs) asked the Under-Secretary for Foreign Affairs whether there was any international undertaking that belligerent ships of war should restrict their stay in neutral ports to 24 hours, or whether such instructions were only applicable to British ports. Earl Percy replied:—"There is no such international undertaking. The rule was adopted by this country in 1862, and since that date several foreign States have issued similar rules in connection with their observance of neutrality. Mr. Ross (Cambridge, Newmarket) then asked the Under-Secretary for Foreign Affairs whether his attention had been called to the seizure by Russian destroyers in the Red Sea, of British steamers laden with coal to Japan; and whether, in view of the fact of coal not having been declared contraband of war by Russia, and that over 15 ships of a total value including cargo, of over £700,000 had sailed from Cardiff under similar conditions and insured in London in the belief that coal was not declared contraband of war by Russia, he would state whether His Majesty's Government intended to take any action in the matter. Earl Percy said:—"His Majesty's Government have no information respecting the alleged seizures. They have been informed that the Russian Government are at present considering regulations in regard to contraband visits on the high seas, prize courts, &c., and that these regulations will shortly be communicated to the Powers."

## KOWLOON BOWLING GREEN CLUB.

At the opening day of the season held at the Green on Saturday afternoon, the members and their friends, including a large number of ladies, spent very pleasant afternoon. The grounds, which were decorated all round with flags, presented a pleasant appearance. Tea was served on the lawn, and during the afternoon selection of music were played by the band of the 93rd Burma Infantry. Competitions for prizes were engaged in. Mrs. Jack presenting the prizes to the following winners:—

**GENTLEMEN'S COMPETITION.**  
 J. W. Robertson and J. Kyles  
 J. Parkes " J. Galt  
 A. Kinross " W. Ramsey  
 A. Milroy " J. C. Gow  
 J. Ramsay " W. J. Pudepho  
 J. Gray " Mr. Pollock

**LADIES' AND GENTLEMEN'S COMPETITION.**  
 Mrs. Milroy and J. Macdonald  
 Mrs. Mejer " J. Parkes  
 Mrs. Kerr " J. Galt  
 Mrs. W. Ramsey " A. Ewing  
 Mrs. Jack " J. C. Gow  
 Miss Gray " T. W. Robertson

**CHAMPIONSHIP CUP FOR 1903.** Presented by W. C. Jack, Esq.  
 Won by A. G. Ewing.  
 2nd prize won by A. Ritchie.  
 3rd prize won by T. W. Robertson.  
 Most games played, W. M. Deas.  
 Three cheers for Mr. and Mrs. Jack and the ladies closed the proceedings of a very enjoyable afternoon.

## CANTON.

(FROM OUR CORRESPONDENT.)

**INDIAN WATCHMAN MURDERED.**  
 On Wednesday information was received in Canton that an Indian watchman employed by American China Development Company had been murdered at Sainam, some miles beyond Canton. The murderer, another Indian, had blown off the back of his companion's head and then decamped. Doctor Shelby, the Railway surgeon, promptly proceeded to the scene, and the British Vice-Consul also went up, as the parties concerned were British subjects. I hear to-day that the murderer has been arrested in Hongkong. His arrest was, of course, only a matter of time. He could not hope to escape permanently.

**FATAL JUNK ACCIDENT.**  
 Yesterday morning a sad affair occurred two or three miles below Canton—at Shan-lo-hau, where a small stream joins the Pearl River. A large passenger junk containing a load of 60 people capsized, and although the shore was not far distant, 15 were drowned. These accidents are lamentably frequent, and seem always to be attended with heavy loss of life. The passage boats are always crowded to their full capacity, making the simile of "packed tight as herrings" not inapt with reference to them. This overcrowding, I believe, not unheard of in Hongkong.

## MISCELLANEOUS.

The ferry-boats *Guiding Star* and *Morning Star*, late of Hongkong, and now in use here, are extensively patronised by the Chinese. They plied at first between the railway terminus and the China Merchants' Wharf, near the Custom House, but their terminus is now at the kind, some distance below, and more convenient for traffic. The band is making rapid progress. Large stones are being dumped off the foreshore, and when they rise above the surface sand is laid over them, while piles are driven in at intervals. The new ice company's premises will, it is said, be situated on the bank, which now reaches as far down as the new Medical College.

## TELEGRAMS.

### "DAILY PRESS" SERVICE.

(FROM OUR OWN CORRESPONDENTS.)

### SERIOUS FIGHTING IN TIBET.

LONDON, 2nd April.

It is officially reported that in an engagement fought at Guru, in Tibet, by the force accompanying the British Mission whose advance was resisted by the Tibetans, the Tibetan losses were 500 killed and wounded, and 200 were taken prisoners.

### THE ANTARCTIC EXPEDITION.

LONDON, 2nd April.

The *Discovery*, the *Morning* and the *Terra Nova* have arrived at Lyttelton. The *Discovery* got within 500 miles of the South Pole.

### REUTERS' SERVICE.

### DESTRUCTION OF A RUSSIAN QUARANTINE STATION.

LONDON, 30th March.

Russia having protested, through the French Minister at Tokyo, against the destruction of the quarantine station at San-shantao during the fourth attack on Port Arthur, as a violation of the Hague Convention, as previously telegraphed, Baron Komura replying said he was not aware of the destruction of the station, but the Hague Convention did not apply to naval bombardments.

### FOOD SUPPLIES.

LONDON, 1st April.

The Russian Commissariat is sending no foodstuffs to Manchuria, but is relying entirely on the plentiful local supplies of cattle and grain which have been accumulating at Harbin.

### CHINA'S NEUTRALITY.

LONDON, 1st April.

The Chinese Legation at St. Petersburg declares that China is sincerely and firmly resolved to observe neutrality, from which resolve she will only depart in the event of the violation of Chinese territory by the Russians or Japanese.

### THE CREWS OF THE "VARYAG" AND "KORVETZ."

LONDON, 1st April.

The crews of the *Varyag* and *Korvetz* have arrived at Odessa, receiving a triumphal reception.

### INTERNAL TROUBLE IN COREA.

LONDON, 1st April.

The unruly elements in Corea are giving trouble and the country is not safe outside the Japanese lines.

### BRITISH PARLIAMENTARY NEWS.

LONDON, 30th March.

Sir Michael Hicks-Beach has informed his constituents that he does not intend to seek reelection to Parliament.  
 The House of Commons will adjourn on the 12th proximo.  
 Mr. Balfour will probably introduce the Budget on the 19th proximo.

### THE FRENCH NAVY.

LONDON, 31st March.

In a lengthy debate on the condition of the French navy, M. Lockroy sharply criticised the administration of M. Pelletan. The latter repeated the points of his defence on the 16th instant. M. Combes supported M. Pelletan. The Chamber eventually passed a resolution promising that a special enquiry into the state of the affairs of the fleet will be instituted.

### FIGHTING IN TIBET.

LONDON, 1st April.

Reuters' correspondent at Tuna wires that the Tibetans asked the British Mission to retire, which Col. Younghusband refused to do and two engagements were fought in which the Tibetans suffered most severely, their dead lying in heaps. The Tibetans eventually fled to the hills, but a small force of 50 or 60 men obstinately held their camp at Guru, which was finally gallantly captured by the mounted Infantry and Ghorkas.

LONDON, 1st April.

The *Times* correspondent at Fuma says it is significant that three of Tibetan generals' escorts were armed with rifles bearing the Russian imperial stamp.

## THE ANTARCTIC EXPEDITION.

LONDON, 1st April.

All the three Antarctic vessels, the *Discovery*, *Morning*, and *Terra Nova*, have arrived at Lyttelton. The *Morning* and the *Terra Nova* reached the *Discovery* on the 14th February, finding all well on board. The *Discovery* explorers continued their scientific work throughout the winter of 1903, and the spring found them all in excellent health and spirits. They ascertained that the interior of Victoria Land is continuous at a height of 9,000 feet and is evidently a vast continental plateau.

### GERMAN MAIL DISABLED AT ADEN.

LONDON, 1st April.

The P. & O. str. *Marmora* takes in the passengers of the *Oldenburg*, which is at Aden disabled.

## CORRESPONDENCE.

### THE HILL DISTRICT RESERVATION

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 31st March.

SIR,—One thing which strikes me in relation to the petition which you publish from Peak residents urging the establishment of an European reservation at the Peak is that the petitioners appear to forget that there are other Europeans in the Colony beside those who can afford to live at the Peak. Even a casual glance at the lists of visitors in the low-level hotels will convince anyone that the section of the European population which is forced to live on the Queen's Road level predominates to a very large degree over the Peak residents. Taipans may be able to live at the Peak, but the men who do the actual work of the big commercial and shipping firms have somehow to live on the low level, "where the conditions are highly prejudicial to their health." If the encroachment of Chinese into the districts that are inhabited by the working Europeans (as apart from the taipan Europeans) menaces anybody, it certainly does not menace the Peak residents from whom this petition emanates. I suppose that if the purpose and intent of the petitioners were examined into it would be found that it is not the Chinese but the low-paid Europeans whom they object to as possible near neighbours. From their lordly eminence, the "Peakites" look down with something like contempt upon those unfortunate Europeans who are compelled by reason of low salary to live in close proximity to the Chinese population or else on the cheaper and lower levels. Of course it may be argued that in seeking to conserve the Hill District the residents there are doing a good turn to the European community as a whole. But it can also be argued that the Europeans who live at the Peak constitute a very small minority of the white population, and that upon them "the value of the Empire" has a very slight dependence. If there is to be any legislation in the direction indicated in the petition surely it would be better to experiment in Kowloon (the central district of Victoria is to be put out of consideration), where the workers who make the backbone of "the Empire" will have to be housed as the growth of the Colony goes on—Yours, etc., C.

### ACCIDENT TO THE "OLDENBURG."

We are informed by Messrs. Melchers & Co. that the agent of the Norddeutscher Lloyd at Aden wired on the 30th March:—"Oldenburg cannot sail on account of shaft broken, probable departure 18th April." We are therefore asked to notify that the departure for Europe of the Imperial German Mail s.s. *Oldenburg* will be delayed for about three weeks.

### REGISTRATION OF CHINESE AT MANILA.

Forty-seven thousand and some hundreds of certificates have been granted to the Chinese of the Philippines up to date. Forty-four thousand and several hundreds of these have been signed, and about thirty-five thousand or more already are in the possession of their owners. Under the system of registration used by the local officials, which is said to be the same as that adopted in the United States customs offices, the Chinese files his application blank. That is the first step. He is investigated, and if everything is found to be all right, the certificate is issued to him. This certificate is made in triplicate. The original goes to the Chinaman himself, a duplicate remains in the custom house issuing the paper, and the triplicate goes to the main office in Manila in the form of a stub in the certificate book. In this way, a triple check is laid upon the owner, and any attempt made to foist off another man's papers on the customs people usually lands both owner and deceiver in a very serious tangle, with gaol at one end of the line and probable forfeiture of the papers at the other.—*Manila Cablenews.*

### LATEST STEAMER MOVEMENT

The C. & M. s.s. ship *Zapra* left Manila on Friday afternoon and is due here on Monday at daylight.  
 The C.P.R. steamer *Barbar* left Vancouver, B.C., for Hongkong via the usual ports of call on Thursday, the 31st March.  
 The C.P.R. steamer *Athenian* arrived at Kobe at 3.30 p.m. on Wednesday, the 30th March, and left again at 8.30 p.m. on Thursday, the 31st for Shanghai, where she is due to arrive at noon on Monday, the 4th instant.  
 The E. & A. steamer *Australian*, for Australia, left Kobe on the 1st inst. for this port.  
 The Imperial German mail steamer *Seydlitz*, which left here on the 2nd ult., at noon, arrived at Genoa on Wednesday, 30th ult., at 5 p.m.



## HONGKONG JOTTINGS.

During the past week there has been a noticeable, and most appreciable, change in the weather. Old Sol has shown himself on three days, and those days, by his wise dispensation, were the first of the Easter holidays. In consequence, business in certain directions became abnormally brisk, and the Peak tramway and the Kowloon ferries had somewhat of a difficulty in coping with the extra holiday traffic. The Peak cars were so full that large numbers were disappointed about finding seats, and several took jaunts into Kowloon Chinatown instead. But, better than all—the pleasant change enabled the sojourners here in this Colony to do it, even if only for a while, their heavy rain, mist, and damp-resisting garments, and don light summer clothing and so deceive themselves into a fictitious belief that “the spring is here.” The Chinese are predicting that there is more unpleasant weather coming, but all I can say is, long may it be delayed, for we have had enough of it for the present.

In a very little while the new tramways will begin running. At the depot at Bowrington Canal great activity is being shown in the preparation of the plant. Many of the cars have been constructed. They are very handsome carriages, roomy, well lighted and ventilated. By the way, the coming of the tramways is calculated to do away with the street ricksha more effectively than the Commission which recently sat to consider the betterment of the street vehicle service. But it is a question whether the tramways will oust the ricksha altogether, for it is difficult to imagine anything more convenient than the “handy little ricksha” which carries the passenger right up to his own door step.

It is interesting to note from the D.P.W.'s report for the past year that grants of land on nominal terms included a small area (2,500 square feet) for a temple at Tung Lo Wan; another for a cable hut for the Telegraph Companies at the junction of Bonham and Pokfulam Roads; an area of nearly an acre at Kai Lung Wan for an extension of the ground used for burying urns containing disinterred remains; an area of 2 acres at Happy Valley for the Asile de la Sainte Enfant; a small area (2,267 square feet) adjoining St. Joseph's Church in Garden Road; and an area of 1.55 acres for the erection of an Anglican Church in Kowloon near the Observatory.

Yesterday was Easter-day, and the absence of all proper decoration for this, the greatest Feast of the Church, was much commented on by the congregation which gathered at the Cathedral services. A lady, coming out of the Cathedral, said to me, “You would not think to-day was different to any other Sunday, judging from the appearance of the Church, would you?” I did not answer the question, directly, but I thought much, and wondered.

While one and all are ready to admit that the general working of the Post Office is carried on in a way that cannot fail to give general satisfaction to the public at large, there is no doubt that in some minor matters the service calls for non-complimentary comment. Of late several complaints have come to my knowledge about failure in the delivery of letters at the proper date locally. Now I am told by a correspondent that he was allowed by the P.O. authorities to send away through the Hongkong office certain postal orders to S. Africa which were afterwards returned as being uncollectable there. Surely the attendants at the Post Office should be able to inform customers of the proper mode of procedure in this direction.

With the cessation of football and cricket in the Colony—the destination of the Football Shield and the premier position in the Cricket League having now ceased to furnish a topic for speculation—it might be thought that matters in the way of sport would have been practically non est. Yet a cursory view around the Colony last Saturday at once dispelled any anticipations one might have entertained as to such being the case. On the Cricket Ground practice in lawn tennis was being vigorously entered into; and away down to the Happy Valley was to be witnessed the unique sight of athletic events, a hockey match, a football match, and a scratch cricket match, all going on within a distance of each other.

It appears that the necessary negotiations preliminary to the taking over of the old Rifle Ranges at Kowloon have not altogether been completed between the Government and the Military authorities. Meantime, however, the construction of the road across what will afterwards be the King's Park proceeds apace. It will afford a much-needed communication between the villages of Hungshom and Yauwatti. It crosses the swampy ground immediately to the north of Gun Club Hill and will intersect the area which it is intended, when negotiations with the War Department reach such a stage as to admit of it, to lay out as the King's Park. After traversing some rising ground, the road bifurcates, one portion communicating with Sixth Street, Yauwatti, and the other with an extension of Robinson Road which it is proposed to construct northwards past the Yauwatti Theatre. With a view to future developments, the road is being laid out with a width of 100 feet.

## THE PRAYA RECLAMATION.

As the Praya Reclamation Works have now practically reached completion the Director of Public Works in his annual report gives the following account of their origin and progress:—The Praya Reclamation Works were initiated by Sir C. P. Chater, and have been carried out under the Praya Reclamation Ordinance, No. 16 of 1889. Prior to the passing of this Ordinance, reclamations of limited extent at West Point in front of the Sailors' Home and the Wharf and Godown Company's property (Marine Lots 95 and 105) were sanctioned, but, as these fell within the limits of the main scheme, they were subsequently carried out in conjunction with it. A considerable quantity of rubble stone for the foundations of the sea wall for these reclamations had been deposited before the main scheme was undertaken and, as the new reclamation projected somewhat further into the harbour, it was necessary to widen the mound so formed in order to bring the wall into alignment.

The reclamation extends from the boundary of the Naval Yard Extension westwards to a point opposite Marine Lot 181, a distance of nearly 2 miles, the total area reclaimed from the sea being approximately 65 acres, made up as follows:—

Praya Reclamation under Ordinance No. 16 of 1889	59 acres
West Point Reclamations	6
Total	65

Of this area 33.73 acres constitute building land, the remainder being occupied by roads and open spaces. An area of 2.21 acres of land outside the boundaries of the actual reclamation and formerly occupied by streets was rendered available for inclusion with building lots.

The total length of new Praya Wall	10,263 feet, made up as follows:—
Praya Reclamation under Ordinance No. 16 of 1889	9,198 ft.
West Point Reclamations	1,065
Total	10,263

In connection with the Praya Reclamation Works the re-construction of Government Piers has also been carried on. So far as this work has progressed, it includes permanent structures for the Nam Pak Hong Pier, Boat-slips opposite the old and new Harbour Offices, Pottinger Street Pier, Blake Pier, Murray Pier, and temporary piers at Lee House Street and Wardley Street. The permanent structures are all of masonry and concrete with the exception of Blake Pier, which is constructed almost entirely of iron.

The total expenditure, up to the 31st Decem-	
ber, 1903, on the whole of the above-mentioned	
works, amounted to \$3,362,325.37, made up as	
follows:—	
Praya Reclamation under Or-	
dinace No. 16 of 1889....	\$2,895,831.35
West Point Reclamations....	221,378.28
Re-construction of Government	
Piers .....	245,115.74
Total .....	\$3,362,325.37

The estimated cost of the Praya Reclamation alone was \$2,942,916.65; consequently, when all outstanding accounts are paid, a small balance will probably remain to the credit of the scheme, notwithstanding the great increase in the cost of work during recent years, due principally to the drop in exchange from 3/4, at which rate the original estimate was made. The Ordinance provides, however, that the cost per square foot of any particular allotment is not to be fixed at the average cost of the whole Reclamation but at the average cost of the particular Section on which such allotment is situated. It is therefore more than probable that there will be a debit balance on some of the Sections, but it is certain that any such balance will only amount to a small percentage on the original estimated cost. The actual cost in any particular case cannot be exactly stated until revision of the accounts, now in progress, has been completed, and the necessary adjustments have been made between the various sections or between them and the Re-construction of Government Piers.

The actual construction of the Reclamation was commenced in February, 1900; so that about 14 years have been occupied in its execution. In an outlying part of the Harbour such a reclamation could have been carried out in less than half the time, as it would have been possible to proceed with the entire work simultaneously, but such an arrangement in the case of the Praya Reclamation, which extends throughout the entire frontage of the principal business part of the city, would have caused intolerable inconvenience, and consequently it had to be carried out by degrees. There were also other circumstances which seriously affected the progress of the work.

The original design of the new Praya Wall was prepared when Mr. J. M. Price was at the head of the Public Works Department. Just before the commencement of the Reclamation Works he was succeeded by Mr. S. Brown, who made some fundamental alterations in Mr. Price's design necessitating the employment of special plant, some of which had to be obtained from England. Although the rubble foundations for the Praya Wall were being proceeded with while the special plant was being obtained, a season's low tides were lost, and it may be said that the works suffered a year's delay, at the outset, through the change in design.

The principal feature of the new design for the wall was the substitution of blocks for granite footings, with the view of using the blocks, in the first instance, as temporary weights for loading and consolidating the rubble foundations. This was a slow and expensive process, but it was justified by results. The temporary load caused more or less settlement of the foundations throughout their whole extent, and they generally reached a permanent bearing before the superstructure was commenced. In some instances, however, the settlement became so

slow, during the later stage of the application of the load, that the blocks were removed before settlement was quite complete, and in building the superstructure an allowance for further settlement was made. In other instances the foundations suddenly collapsed, under the temporary load and, when this happened, the blocks had to be picked up with the aid of divers, the rubble foundations made good, and the temporary load replaced. Had the temporary loading of the foundations been dispensed with, it appears likely that several lengths of wall, probably after being finished to coping level, and backed up with earth, would have collapsed, and had to be rebuilt at great trouble and expense.

Another cause of delay was the period of severe depression and scarcity of money which was experienced in 1892, when doubts arose as to whether the Marine Lot-owners could fulfil their obligations in providing the funds necessary for the completion of the authorised works. The letting of new contracts was postponed until it was decided that the scheme was to be gone on with and carried to completion, and, before this decision was arrived at, a season's low tides were lost, causing practically a year's delay.

According to the original programme, the Reclamation was to be commenced simultaneously at both ends, and the works were to be carried on until they met in the middle; but owing to the refusal of the Lot-owners on Section No. 1w to come into the scheme, that portion of the Reclamation was not taken in hand until 1898. In carrying it out, the rubble foundations of the sea wall subsided repeatedly, and caused more trouble and delay than any other equal length of foundations.

Owing, however, to delays on the part of the contractor for Section No. 6w, Mr. Tsang Keng, work on section No. 1w was completed practically simultaneously with it.

Much of the work performed on the Reclamation is invisible, the foundations of the Praya Wall extending down through water and mud to the hard ground. This means that the depth of the wall and rubble mound, from the top of the coping to the bottom of the foundations, varies from 27 to 80 feet. In addition to being extended out to the new Praya Wall, the Storm-Water Drains had to be reconstructed from the old Praya Wall backwards, for distances varying from 100 to 1,450 feet. The aggregate of the areas of the Reclamations outside the old Praya Wall has already been given as 65 acres, but the whole surface of the old Praya had to be raised, and portions of the surfaces of the adjoining streets. Thus the total area dealt with was 80 acres, and the total weight of material used in the works may be put at something like 3,500,000 tons.

When it is mentioned that the cost of the entire work per square foot of building land has amounted to about \$2 to \$3, and that portions of the land in the western and central districts have realised \$8.78 and \$20.00 per square foot, respectively, there can be no question as to the success of the scheme from a financial point of view. The scheme has also been of great benefit in providing new and wide thoroughfares throughout the principal portion of the City and in affording accommodation for the great development which has occurred in the trade and population of the Colony. In addition to the sum expended upon the Reclamation itself, a large sum, probably about \$4,000,000, has been spent in the erection of buildings on it.

## RUSSIAN TRANSPORT DIFFICULTIES.

A Frenchman having business transactions with Russia, who is consequently interested in obtaining accurate information, told the Times Paris correspondent that, should the Russian communications with Port Arthur be interrupted, there would not be sufficient provisions there for much more than a fortnight. The ammunition for the forts was to have arrived by sea, but cannot now reach its destination. The lack of supplies all round is thus a fresh proof that war, if expected in St. Petersburg, broke out very much earlier than was anticipated. The Times correspondent's informant has travelled over the Trans-Siberian railway, and his experience confirms that of many other experts that there is considerable risk that this line of communication may be cut off, at all events for a time.

He mentioned another point of weakness connected with the despatch of reinforcements from Russia to the seat of war. The quantity of provisions for the troops in Manchuria is inadequate to their requirements, and it is difficult to supply the deficiency in the country. The reinforcements proceeding daily to the front have to take their own supplies for the long journey, while provisions for the army already at the seat of war have to be forwarded along the same overland route. All this contributes to the congestion of traffic and delays the arrival of fresh troops. The same authority says forged rubble notes have already been introduced into Manchuria on a large scale. A change in the weather occurs in those climates about the month of May, but there is no marked transition between the winter and summer as is the case in certain parts of Europe, where before the snow has completely melted on one side of the road flowers are in bloom on the other. As soon as the hot weather sets in sickness among troops will create a serious difficulty for the Russians. These considerations alone impose certain precautions on army contractors, which will be easily conjectured by those conversant with military affairs. No doubt, too, all those contracting business with Russia are obliged to reckon to a certain extent with the internal situation of the Empire. It is a constant subject of conversation among prominent Russians themselves outside their own country, at all events among those who divide their time between St. Petersburg and Paris.

## V.R.C. ATHLETIC SPORTS.

**SATURDAY'S HEATS.**  
Some heats of the 100 yds, 120 yds, 220 yds, and 440 yds flat races, and the 120 yds hurdle race, were run off on Saturday. Results:—  
100 YARDS FLAT RACE (Challenge Cup).—Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor. First prize presented by the China Sugar Refinery Club; second presented. First Heat.—E. C. Wittichell, R. Hancock, E. F. Ancott, A. J. V. Ribeiro, E. R. Horton, J. Clelland, G. B. Macdonald, and C. T. Cooke. Second Heat.—W. T. Andrews, T. C. Gray, J. H. Wittichell, J. P. Jordan, R. Bass, L. Hayter, N. H. Rutherford, and H. M. Bain. Third Heat.—H. Hancock, C. Humphreys, A. Loureiro, H. W. Sayer, S. C. Ross, F. Long, H. D. Bell, J. H. A. Hance, and C. R. Cooper. First and second in each heat to run in the final. Previous Winner.—F. H. Kew.  
First Heat.—E. R. Horton, 1; A. J. V. Ribeiro, 2.  
Second Heat.—J. P. Jordan, 1; N. H. Rutherford, 2.  
Third Heat.—H. Hancock, 1; J. H. A. Hance, 2.  
120 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith; Second prize presented. First Heat.—L. Hayter, (Scratch), R. Hancock (Scratch), E. R. Horton (Scratch), R. C. Wittichell (2 yds), F. Long (2 yds), H. W. Sayer (3 yds), A. E. Asger (4 yds), and R. Pestonji (6 yds). Second Heat.—J. H. Wittichell (Scratch), T. C. Gray (Scratch), J. P. Jordan (1 yd), R. Bass (2 yds), H. D. Bell (3 yds), J. A. Yanovich (4 yds), and F. K. Tata (5 yds). Third Heat.—C. R. Cooper (Scratch), J. H. A. Hance (1 yd), G. B. Macdonald (2 yds), C. Humphreys (4 yds), H. C. Austen (4 yds), A. J. V. Ribeiro (4 yds), E. F. Ancott (5 yds), and H. M. Bain (6 yds). Fourth Heat.—H. Hancock (Scratch), N. H. Rutherford (1 yd), S. C. Ross (1 yd), C. T. Cooke (2 yds), W. T. Andrews (4 yds), E. Abraham (4 yds), A. Loureiro (5 yds), and R. Pestonji (5 yds). Previous Winners were:—1898, J. M. V. dos Remedios; 1899, Lieut. F. H. Hall; and 1900, R. Lapsley. First and second in each heat to run in the final.

First Heat.—E. R. Horton, 1; R. Pestonji, 2.  
Second Heat.—H. D. Bell, 1; J. P. Jordan, 2.  
Third Heat.—J. H. A. Hance, 1; H. C. Austen, 2.  
Fourth Heat.—W. T. Andrews, 1; H. Hancock, 2.  
220 YARDS FLAT RACE (Handicap).—First Prize presented by Commodore C. G. Dicken, R.N., second prize presented by Mr. W. Armstrong. First Heat.—R. Hancock (Scratch), J. H. A. Hance (Scratch), A. Marti (3 yds), N. H. Rutherford (3 yds), G. B. Macdonald (5 yds), J. Clelland (6 yds), R. Wittichell (6 yds), H. D. Bell (8 yds), A. J. V. Ribeiro (9 yds), H. C. Sayer (10 yds), Second Heat.—J. Wittichell (Scratch), J. P. Jordan (2 yds), T. C. Gray (3 yds), E. Humphreys (3 yds), H. P. Weppell (4 yds), J. A. Yanovich (6 yds), H. C. Austen (8 yds), F. Long (9 yds), A. Loureiro (10 yds), F. K. Tata (10 yds), Third Heat.—C. R. Cooper (Scratch), H. W. Sayer (2 yds), L. Hayter (2 yds), H. Hancock (4 yds), C. Humphreys (4 yds), C. T. Cooke (6 yds), E. F. Ancott (8 yds), R. Bass (8 yds), W. T. Andrews (10 yds), H. M. Bain (15 yds). Previous Winners are:—1898, J. M. V. dos Remedios; 1899, F. H. Kew; 1900, J. H. A. Hance. First and second in each heat to run in the final.  
First Heat.—A. J. V. Ribeiro, 1; J. H. A. Hance and A. Marti, dead heat for second.  
Second Heat.—F. K. Tata, 1; A. Loureiro, 2; J. P. Jordan and H. P. Weppell, dead heat for third.  
Third Heat.—C. T. Cooke, 1; E. F. Ancott, 2; W. T. Andrews, 3.  
440 YARDS FLAT RACE (Challenge Cup).—To be won two years in succession before becoming the property of a competitor. First prize presented by Mr. H. N. Mody; second prize presented by Mr. H. C. Austen. First Heat.—R. C. Wittichell, R. Hancock, E. F. Ancott, W. T. Andrews, T. C. Gray, J. H. Wittichell, H. Hancock, C. Humphreys. Second Heat.—A. Loureiro, A. Humphreys, N. H. Alves, A. Marti, J. P. Jordan, H. W. Sayer, A. J. Mackie. Third Heat.—A. J. Darby, J. J. Watson, F. Long, N. H. Rutherford, H. M. Bain, H. D. Bell, J. H. A. Hance, H. P. Weppell. 1st, 2nd and 3rd in each heat to run in the final. Previous winners are:—1898, F. H. Kew; 1899, F. H. Kew; 1900, A. Humphreys.

First Heat.—J. H. Wittichell, 1; R. C. Wittichell, 2.  
Second Heat.—A. Humphreys, 1; J. P. Jordan, 2.  
Third Heat.—J. J. Watson, 1; A. J. Darby, 2.  
120 YARDS HURDLE RACE (10 flights).—Previous Winners at Hongkong or elsewhere to be penalised 2 yds. First prize presented by Mr. A. Donison; second prize presented by Mr. W. A. Crake. First Heat.—R. C. Wittichell (Scratch), R. Hancock (Scratch), E. F. Ancott (Scratch), W. T. Andrews (Minus 2 yds), T. C. Gray (Scratch). Second Heat.—H. C. Austen (Scratch), J. H. Wittichell (Scratch), H. Hancock (Scratch), C. Humphreys (Scratch), A. Loureiro (Scratch). Third Heat.—D. A. Moncel (Scratch), S. C. Ross (Scratch), A. E. Asger (Scratch), E. R. Horton (Minus 2 yds), H. W. Sayer (Minus 2 yds). Fourth Heat.—N. H. Rutherford (Scratch), H. M. Bain (Scratch), H. D. Bell (Scratch), J. H. A. Hance (Scratch), J. P. Jordan (Minus 2 yds). Previous Winners:—1891, P. Hyndman; 1890, F. H. Kew.

First Heat.—E. F. Ancott, 1; W. T. Andrews, 2.  
Second Heat.—H. Hancock, 1; J. H. Wittichell, 2.  
Third Heat.—E. R. Horton, 1; D. A. Moncel, 2.  
Fourth Heat.—J. P. Jordan, 1; N. H. Rutherford, 2.  
Semi-final.—H. Hancock, 1; J. H. Wittichell, 2.  
Final.—N. H. Rutherford, 1; J. P. Jordan, 2.

## KODAKS! KODAKS!! KODAKS!!!

AND  
PHOTO GOODS OF EVERY DESCRIPTION.  
We have an Establishment Solely devoted to  
**DEVELOPING AND PRINTING**  
for Amateurs, where we turn out work of the best description and with great promptness.  
**LONG, HING & CO.,**  
17A, QUEEN'S ROAD CENTRAL  
(Few Doors East of Hongkong Hotel)  
(Hongkong, 10th March, 1904.)

## LATE TELEGRAMS.

**KAISER OFF DOVER.**  
London, 13th March.  
The Kaiser William, on his way to the Mediterranean, spent his afternoon off Dover, and had a good view of the harbour-works, in which he is keenly interested.

**CHARGES AGAINST ITALIAN CONSUL-GENERAL.**  
London, 14th March.

A sensation took place in the Italian Chamber to-day, the Foreign Minister stating that an investigation by the Consul at Zanzibar appeared to confirm the report that a Naval officer, recently appointed Consul-General at Aden, had a Somali hater, to death and thirty prisoners killed without trial while at Benadir waiting to be tried.

**MINISTERIALISTS BLACK.**  
London, 16th March.  
It is generally considered that yesterday's division is symptomatic of the perilous disorganisation of Ministerialists, who disregarded the earnest whip of Earl Percy.

[The division referred to is that described in the following telegram dated London, March 15th:—“On the motion of Mr. Redmond to reduce the Irish Education vote, the Government was defeated in a seventh division by 141 votes against 130. The Opposition moved to report progress. Mr. Balfour, treating the matter lightly, refused, and the motion was rejected by 171 votes against 148. The House subsequently proceeded with business, the excitement subsided, and the incident apparently closed.”]

**A BYE-ELECTION.**  
London, 17th March.  
Mr. Charles Lyall, the Liberal candidate, has been elected for East Dorset by a majority of 820 votes over Mr. C. Van Ransdale, the Conservative candidate. The polling was as follows:—  
Mr. Lyall ..... 5,929  
Mr. Van Ransdale ..... 5,109

The feeling amongst the Conservative benches is that the Government, having accidents, will pull through this Session.

**LORD KITCHENER'S RECOVERY.**  
Calcutta, 17th March.

Lord Kitchener leaves Calcutta on the 31st instant, and visits Madras, Bangalore, Nagpur, and the United Provinces, and arrives at Simla about the end of April.

**SHARE REPORT.**  
Messrs. Erich Georg & Co., in their weekly Share List dated 2nd April, state:—

Business during the week has been chiefly confined to a few leading stocks, of which Banks, Indos and Sugars have improved, while Docks show a firmer feeling; the settlements passed off satisfactorily. The sterling demand rate on London is 9½, while rates on Shanghai have advanced to Tls. 72 for a T/T and Tls. 72½ for a three days' sight private draft. Bar silver in London is quoted 25½d, and Consols 286-7/16.

**BANK SHARES.**—Hongkong and Shanghai sold at rates ranging between 8610 and 8617½ and close firm at 8620; the London rate is 262 10s. 0d. Nationals unchanged.

**MARINE INSURANCE SHARES.**—Unions sold and are wanted at 8470. China Traders found buyers at 856, and more shares could be placed. Other stocks under this heading unchanged.

The 14th ordinary general meeting of shareholders in the Yangtze Insurance Association, Limited, will be held on 21st instant, transfer books closing from 11th to 21st instant.

**FIRE INSURANCE SHARES.**—Hongkong sold at 8285. Chinas are unchanged.

**SHIPPING SHARES.**—Hongkong, Canton and Macao Steamboat Company shares are in demand at 82½. Indo-China sold at advancing rates and up to 830 cash, 891 per 31st May, 892 per 30th June, 893 per 31st July, and 894 per 31st August, has been paid; the market closes steady at 891; in Shanghai the rate on 31st ultimo went up to Tls. 68, but closes weaker. China and Manilas sold and have sellers at 822. Douglas can be placed at 834. Star Ferries sold at 831 for old, and 818½ for new shares, closing with further sellers at those rates. Shells are on offer at 19s. after a sale at that rate.

**REFINERIES.**—China Sugars have taken a fair spurt; they sold at 8110 to 8113 cash, 8112 to 8114 for 30th April 8115 to 8116 for 31st August, 8120 per 30th September, and 8119 to 8122 per 31st December, closing with buyers at 8114 cash and equivalent rates on time. Luzons are unchanged.

**MINING SHARES.**—Unchanged; no sales.

**DOCKS, WHARVES, AND GODOWNS.**—Hongkong and Whampoa Dock Company shares sold at 8205 cash, also at 8215 to 8216 for 31st August, closing strong. Hongkong and Kowloon Wharf and Godown Company shares can be placed at 892. New Amoy Docks unchanged. Furnham are quoted Tls. 145 in the north, and Shanghai and Hongkew Wharf shares Tls. 180.

**LANDS, HOUSES, AND BUILDINGS.**—Hongkong Land Investment and Agency Company shares are quoted 8145, but no sales have transpired. Kowloon Lands, as well as West Points, are unchanged. Hongkong Hotels changed hands and are wanted at 1335. Humphreys are unchanged with sales and sellers at 1101 for old, and sales and buyers at 82.60 for the new shares. Shanghai Lands unchanged. The Kowloon Land and Building Co., Ltd., advertises an extraordinary meeting of shareholders to alter the Articles of Association, viz. to increase directors' fees and reduce the number of auditors to one instead of two.

**COTTON MILLS.**—Unchanged.

**MISCELLANEOUS.**—Green Islands fetched 825. China Borneos sold and have buyers at 88.10. Watsons have been done at 814 and more shares are wanted. Old Electric sold at 813, and new shares at 861. Campbell, Moore & Co.'s have sellers at 897, ex the dividend of 83 per share, payable to-day. China Providents are on offer at 89. Watsons are wanted at 80, ex the dividend of 81 per share paid on 28th ultimo.

The Patentes—Macmillan & Cameron, Limited, deserve a NATIONAL MEMORIAL for their excellent inventions.—Dover Chronicle. THE WATKINS PEN. THE PICKWICK PEN. THE OWEN PEN. THE HINDOO PEN. Sold at all Stationers. Watkney Works Edinburgh. (402—2)

TRADE MARK  
TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

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MARTELL'S

\* \$26.00 PER DOZEN.

\*\*\* \$31.00 PER DOZEN.

V.I.S. O. P. \$51.00 PER DOZEN.

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Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

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12, QUEEN'S ROAD CENTRAL. [41]

ROYAL

BAKING POWDER

Absolutely Pure

To be used always for raising

cake, scones, hot tea-biscuits,

rolls, muffins, crusts, etc.

Indispensable where

the finest food

is required.

The medical officer of health

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ROYAL Baking Powder chemi-

cally pure and giving the maxi-

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gas.

ROYAL BAKING POWDER re-

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under the variable temperature

and moisture of every climate.

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DR. NEWELL WILSON. DR. WILLIAM DANIEL

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Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904. [83]

SI ENTING.

SURGEON DENTIST.

No. 10, DAGUIAR STREET.

FEES VERY MODERATE.

Consultation Free.

Hongkong, 20th March, 1903. [95]

DAVID COSSAR & SON'S

MERCHANT NAVY

NAVY BOILED

ONG FLAX

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## SHIPPING.

**ARRIVALS.**  
 April 1, ARDANDELY, British str., William Kinley, Moji 27th March, Coal.—BRADLEY & CO.  
 April 1, GRENVALLOCH, British str., 1,434, R. S. Bainbridge, Singapore 26th March, General.—CHINESE.  
 April 1, HACHING, British str., 1,267, A. E. Hodgins, Foochow via Ports 31st March, General.—DOUGLAS LARPAK & CO.  
 April 1, KWANTAN, Chinese str., 1,536, W. H. Lunt, Shanghai 29th Mar., General.—CHINESE.  
 April 1, M. STRUVE, German steamer, 960, T. Brandt, Tamsui 29th March, Amoy 30th and Swatow 31st, General.—OSAKA SHOSHEN KAISHA.  
 April 2, HOHAO, French steamer, 509, Coste, Haiphong 30th March and Hoihow 1st April, General.—A. R. MARRY.  
 April 2, TRAURA, British steamer, 5,197, C. R. Kendall, Moji and Japan 27th March, Coal.—JARDINE, MATHESON & CO.  
 April 2, KAIFONG, British str., 1,024, H. G. Pennefather, Manila 30th Mar., General.—BUTTERFIELD & SWIRE.  
 April 2, KUMANG, British str., 2,077, E. J. Duller, Saigon 30th Mar., Rice.—JARDINE, MATHESON & CO.  
 April 2, LYFENCON, German str., 1,238, Th. Lehmann, Shanghai 30th March, General.—SILVERMAN & CO.  
 April 2, MERRFOO, Chinese str., from Canton.  
 April 2, TIRIOS, German str., 1,033, H. Kraft, Swatow 1st April, General.—OSAKA SHOSHEN KAISHA.  
 April 3, ARMAND BEHIC, French str., 2,819, Flaudin, Yokohama via ports 25th March, Mail and General.—MESSAGERIES MARITIMES.  
 April 3, CREMAN, British str., from Canton.  
 April 3, FOYAL, British str., 2,693, Page, Kuching 27th March, Coal.—MITSUBI BISHAN KAISHA.  
 April 3, PENCHABUR, German str., 1,376, J. Hillman, Kobe 27th March, Rice and Wood.—BUTTERFIELD & SWIRE.  
 April 3, PITSANULOK, German str., 1,267, C. Fuchs, Bangkok 27th March, Rice and Timber.—BUTTERFIELD & SWIRE.

## DEPARTURES.

At April.  
 ELLEN RICHARDS, German str., for Bangkok.  
 HENSAO, Norwegian str., for Tamsui.  
 KENNEDY, British str., for Singapore.  
 KENNEDY, British str., for Manila.  
 MACHW, German str., for Swatow.  
 OORACK, British str., for Shanghai.  
 PROGRESS, Ger. str., for Hoihow.  
 QUANG NAM, French str., for Hongkong.  
 RAJABULI, German str., for Swatow.  
 THALES, British str., for Swatow.  
 TERSTA, British str., for Yokohama.  
 TREMONT, American str., for Tacoma.  
 At April.  
 AMADA, British str., for Saigon.  
 BATAVIA, German str., for Kobe.  
 ERANO, British str., for Swatow.  
 KWANGTAI, Chinese str., for Canton.  
 KAMEN, German str., for Bangkok.  
 TYDEUS, British str., for Manila.  
 At April.  
 ABYSSINIA, German str., for Hamburg.  
 BOURBON, French str., for Saigon.  
 BEIRD, French str., for Saigon.  
 HONGKONG, French str., for Haiphong.  
 LOTAL, German str., for Kobe.  
 MEDAN, German str., for Yap.

## VESSELS IN DOCK.

At March.  
 ABERDEEN DOCK.—Borg, Bred.  
 KOWLOON DOCK.—H. I. G. M. S. Moece, Lin Tan, Hanoi, Tak Hing, Mercedes, Cosmopolitan Dock.—H.M.S. Otter.

## VESSELS ON THE BECK.

COMPAGNIE DES MESSAGERIES MARITIMES.  
 PAQUEBOTS—POSTE FRANCAIS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship  
 "ANNAM."  
 Captain Girard, will be despatched for the above ports on or about MONDAY, the 4th April.  
 For Freight or Passage, apply to  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 29th March, 1904.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.  
 NOTICE.  
 STEAM FOR  
 SAIGON, SINGAPORE, BATAVIA,  
 COLOMBO, PONDICHERY,  
 CALCUTTA, BOMBAY, ADEN,  
 DJIBOUTI, EGYPT,  
 MARSEILLES, BORDAUX,  
 LONDON, HAVRE, BORDEAUX;  
 ALSO  
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th April, 1904, at 1 P.M., the Company's Steamship "ARMAND BEHIC," Captain Flaudin, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSPIREMENT.  
 This steamer connects at COLOMBO with the Australian line to "COCHIN" bound for MARSEILLES via BOMBAY and ADEN.  
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
 Shipping Orders will be granted till Noon only on Monday, the 4th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.  
 Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
 For further particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 25th March, 1904.

## FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."  
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD  
 No. 147, Connaught Road Central,  
 Hongkong, 15th March, 1904.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BALLARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	4th inst. at Noon.
LONDON & ANTWERP	MALACCA	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	12th inst.
LONDON & ANTWERP	TELMACHUS	Brit. str.	A. F. Street	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	JASON	Brit. str.	Flaudin	BUTTERFIELD & SWIRE	26th inst.
MARSEILLES &c. VIA PORTS OF CALL	A. BEHIC	Ger. str.	Burmester	MESSAGERIES MARITIMES	10th May.
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	To-morrow, 1 P.M.
HAMBURG	SVETIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	13th inst. Noon.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	13th inst.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Macozzi	HAMBURG-AMERIKA LINIE	25th inst.
TRIESTE &c. VIA SINGAPORE, &c.	TRIESTE	Aus. str.	Macozzi	SANDER, WIEBER & CO.	17th May.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	Macozzi	BUTTERFIELD & SWIRE	14th inst. P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	SAINT IRENE	Brit. str.	Macozzi	BUTTERFIELD & SWIRE	23rd May.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	Macozzi	BUTTERFIELD & SWIRE	29th inst.
VICTORIA (B.C.) & TACOMA VIA N'AKI, &c.	ATHEMIA	Brit. str.	G. V. Williams	DODWELL & CO. LD.	20th inst.
VICTORIA (B.C.) & TACOMA VIA N'AKI, &c.	LYRA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	4th May.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	McArthur	BUTTERFIELD & SWIRE	19th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	YOKOHAMA	Brit. str.	B. H. W. Snow	PORTLAND & ASIATIC CO.	14th inst.
YOKOHAMA & KOBE	ARTHEMISIA	Ger. str.	Gronmeyer	GIBB, LIVINGSTON & CO.	8th inst. at Noon.
SHANGHAI	LIAN	Brit. str.	Gronmeyer	P. & O. S. N. Co.	About 5th inst.
SHANGHAI, KOBE & YOKOHAMA	WHAMPOA	Brit. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	7th inst. at Noon.
SHANGHAI	ANNAM	Brit. str.	Gronmeyer	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	MAITA	Brit. str.	Gronmeyer	MESSAGERIES MARITIMES	About 4th inst.
SHANGHAI	TRIUMPH	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	13th inst. 10 A.M.
SHANGHAI	PHOENIX	Brit. str.	A. Hansen	OSAKA SHOSHEN KAISHA	7th inst. 10 A.M.
SHANGHAI	HYOS	Brit. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	10th inst. 10 A.M.
SHANGHAI	KACHING	Brit. str.	H. Kraft	OSAKA SHOSHEN KAISHA	6th inst. 10 A.M.
SHANGHAI	CHILIL	Brit. str.	Hodgins	DOUGLAS LARPAK & CO.	To-morrow, 10 A.M.
SHANGHAI	KAIFONG	Brit. str.	R. Hodger	BUTTERFIELD & SWIRE	7th inst. at 4 P.M.
SHANGHAI	ZAFIRO	Brit. str.	R. Hodger	BUTTERFIELD & SWIRE	6th inst.
SHANGHAI	RUBI	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	9th inst. 10 A.M.
SHANGHAI	SHAWMUT	Brit. str.	W. M. Smith	SHAW, TOMES & CO.	About 30th inst.
SHANGHAI	WUOHANG	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	7th inst. at 4 P.M.
SHANGHAI	TIPTANAS	Brit. str.	W. M. Smith	H. C. TRADING CO.	Quick despatch.
SHANGHAI	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSON & CO. LD.	6th inst. at 3 P.M.
SHANGHAI	CAPRI	Ital. str.	Belsito	CARLOWITZ & CO.	13th inst. Noon.

## FOR YOKOHAMA AND KOBE.

THE Steamship  
 "ARTEMISIA."  
 Captain Gronmeyer, will be despatched for the above ports on THURSDAY, the 7th April, at Noon.  
 For Freight, apply to  
 HAMBURG-AMERIKA LINIE,  
 Hongkong Office.  
 Hongkong, 31st March, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship  
 "AUSTRALIAN."  
 Captain McArthur, will be despatched for the above ports on FRIDAY, the 8th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 19th March, 1904.

S.S. "WING CHAI."  
 Captain Samuel Bell Smith.  
 DEPARTURES from Hongkong on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M., from Macao week days about 2 P.M. and Sundays about 7.30 P.M.  
 FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
 Wharf at the Western end of Wing Lok Street.  
 The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.  
 MING ON & CO.  
 2nd Floor, 16, Victoria Street.  
 Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.  
 THE British steamship  
 "YING KING."  
 Captain Ramsey, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
 1st Class ... \$8.00 for Single journey  
 2nd ... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
 YUK ON S.S. CO., LD.  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904.

MESSAGERIES CANTONNAISES.  
 J. TREVOUX & CO.  
 HONGKONG-CANTON NIGHTLY SERVICE.  
 THE Commodious Steamer  
 "PAUL BEAU."  
 Captain Frangul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.  
 The S.S. "CHARLES HARDOUN."  
 Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.  
 These two magnificent and up-to-date steamers are lighted with Electricity.  
 The Saloon is under European Supervision.  
 First Class European ... \$3.00  
 Second Class European ... \$2.00  
 First Class Chinese ... \$1.50  
 Second Class Chinese ... .80  
 Deck ... .30  
 The Company's Wharf is at the end of Queen Street, Praya West.  
 For further particulars, apply to  
 J. LANDOLT, Agent,  
 The Pharmacy, Queen's Road Central,  
 Hongkong, 23rd March, 1904.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS.
YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE (Passing through the Inland Sea)	FORMOSA	About 5th April	Freight and Passage.
LONDON, &c.	BALLARAT	Noon, 9th April	See Special Advertisement.
SHANGHAI	MALTA	About 10th April	Freight and Passage.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALACCA	About 13th April	Freight and Passage.

For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 30th March, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,371		April 14, 1904
"ARABIA"	4,483		
"ANACONIA"	5,198		
"NUMANTIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 29th March, 1904.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.  
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.  
 R.M.S. "ATHEMIA" ... 3,882 Tons ... WEDNESDAY, 27th April.  
 R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.  
 R.M.S. "TARTAR" ... 4,425 Tons ... SATURDAY, 21st June.  
 R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.  
 Hongkong to London, 1st Class ... St. Lawrence 200 via New York \$82.  
 Intermediate on Steamers, ... £40. " " £42.  
 and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. F. BROWN, General Agent,  
 9, Paddar Street.

HONGKONG-MANILA.  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARD carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Hodger	Manila direct.	Sat. 9th April, 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat. 16th April, 10 P.M.
PERLA	1980	A. H. Notley		

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 30th March, 1904.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ASAO, LONDON, NEW YORK, BOSTON, BATHURST, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.  
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.	1904
* HAMBURG	...	WEDNESDAY ... 18th April
PRINZ HEINRICH	...	WEDNESDAY ... 27th April
OLDENBURG	...	WEDNESDAY ... 11th May
BAYERN	...	WEDNESDAY ... 28th May
SACHSEN	...	WEDNESDAY ... 8th June
ZIEFEN	...	WEDNESDAY ... 22nd June
SEYDLITZ	...	WEDNESDAY ... 6th July
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 20th July
POON	...	WEDNESDAY ... 3rd August
PREUSSEN	...	WEDNESDAY ... 17th August
PRINZ HEINRICH	...	WEDNESDAY ... 31st August
GNEISENAU	...	WEDNESDAY ... 14th September
BAYERN	...	WEDNESDAY ... 28th September
SACHSEN	...	WEDNESDAY ... 12th October
ZIEFEN	...	WEDNESDAY ... 26th October
PRINZESS ALICE	...	WEDNESDAY ... 9th November
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 23rd November
PREUSSEN	...	WEDNESDAY ... 7th December
PRINZ BERTHOLD	...	WEDNESDAY ... 21st December
PRINZ HEINRICH	...	WEDNESDAY ... 4th January 1905

ON WEDNESDAY, the 13th day of APRIL, 1904, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till Noon on MONDAY, the 11th April. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 12th April.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to  
 MELCHERS & CO., AGENTS.  
 Hongkong, 30th March, 1904.

NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to  
 MELCHERS & CO., AGENTS.  
 Hongkong, 30th March, 1904.

NORTH PACIFIC RAILWAY COMPANY.  
 NORTHERN PACIFIC CO. BOSTON S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Wednesday, May 4th
TACOMA	2,812	M. Ridley	Friday, May 13th
SHAWMUT	9,608	W. M. Smith	Saturday, May 21st

\* Not carrying second class passengers. † Cargo only.  
 FOR MANILA.  
 The largest, steadiest, and most comfortable steamers for Manila.  
 S.S. SHAWMUT ... 9,608 tons, W. M. Smith ... About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDNESS.  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
 For further information apply to—  
 DODWELL & CO., LIMITED,  
 QUEEN'S BUILDINGS.  
 Hongkong, 20th March, 1904.

OSAKA SHOSHEN KAISHA  
 REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW AND AMOY	"TRITON"	WEDNESDAY, 6th April, at 10 A.M.
TAMBU, VIA SWATOW AND AMOY	"M. STRUVE"	THURSDAY, 7th April, at 10 A.M.
TAMBU, VIA SWATOW AND AMOY	"T. BRANDT"	Friday, 10th April, at 10 A.M.
FOOCHOW, VIA SWATOW AND AMOY	"H. A. HARALDSEN"	WEDNESDAY, 13th April, at 10 A.M.
	"TRIUMPH"	April, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-mentioned chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.  
 Hongkong, 4th April, 1904.

T. ARIMA, Manager  
 Hongkong, 4th April, 1904.

HAMBURG-AMERIKA LINIE.  
 OSTASIATISCHER FRAUCHTAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAMBURG	On 12th April. Freight.
Capt. Schilke	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 25th April. Freight.
Capt. von Dohren	(Calling at Singapore and Penang)	
ARTEMISIA	HAVRE and HAMBURG	On 3rd May. Freight.
Capt. Gronmeyer	(Calling at Singapore and Colombo)	
MARBURG	HAVRE and HAMBURG	On 17th May. Freight.
Capt. Stern	(Calling at Singapore and Penang)	
STRASSBURG	HAVRE and HAMBURG	On 31st May. Freight & Passengers.
Capt. Madson	(Calling at Singapore and Colombo)	

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 QUEEN'S BUILDINGS, No. 1.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"JASON"	On 5th April.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 10th April.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 15th April.
GLASGOW and LIVERPOOL...	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 20th May.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"MACHAON"	On 12th April.
GENOA, MARSEILLES and LIVERPOOL...	"IDOMENEUS"	On 14th April.
LONDON and ANTWERP...	"TELEMACHUS"	On 25th April.
LONDON and ANTWERP...	"JASON"	On 10th May.
GENOA, MARSEILLES and LIVERPOOL...	"ACHILLES"	On 20th May.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, Tacoma, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"HYSON"	On 19th April.

The s.s. "ANHUI" left Port Darwin on the 30th inst., for Manila and Hongkong.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 30th March, 1904. [10-11]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 4th April, 4 P.M.
SHANGHAI	"WHAMPOA"	On 5th April, 4 P.M.
MANILA	"KAIFONG"	On 6th April, 4 P.M.
CEBU and ILOILO	"WUHAN"	On 7th April, 4 P.M.
SWATOW and TIENTSIN	"CHIHLI"	On 7th April, 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 8th April.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 4th April, 1904. [12]

## JAVA-CHINA-JAPAN LINE

TEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUPANAS...	JAPAN	First half of May	SINGAPORE & JAVA PORTS	First half of May
TULATJAP...	JAVA via MACASSAR	Second half of April	JAPAN	Second half of April
TUMAH...	JAPAN	First half of April	SINGAPORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
THE AGENTS,  
**THE HOLLAND CHINA TRADING CO.**  
Telephone No. 201.  
Hongkong, 25th March, 1904. [25]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above ports on WEDNESDAY, the 6th April, at 3 P.M.  
For Freight or Passage, apply to  
**DAVID SASSOON & CO., LD.**  
Agents.  
Hongkong, 31st March, 1904. [35]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"BALLARAT,"  
Captain C. B. Longdon, R.N., carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 9th APRIL, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
**E. A. HEWITT, Superintendent.**  
Hongkong, 29th March, 1904. [1]

## VESSLS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies).  
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.  
(Taking Cargo at through rates to PANAMA, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)  
THE Steamship  
"CAPRI,"  
Captain Balsito, will be despatched as above on WEDNESDAY, the 13th April, at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO., Agents.**  
Hongkong, 30th March, 1904. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).  
PROPOSED SAILINGS FROM HONGKONG.  
About  
"SAINT IRENE" 29th April.  
For Freight and further information, apply to  
**DODWELL & CO., LD., Agents.**  
Hongkong, 28th March, 1904. [1125]

NOTICES TO CONSIGNEES  
"GLEN" LINE OF STEAMERS.  
FROM MIDDLESBRO, LONDON AND STRAITS.  
THE Steamship  
"GLENARTNEY,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 5th prox., will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.  
**MCGREGOR BROS. & GOW.**  
Hongkong, 29th March, 1904. [895]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.  
NOTICE TO CONSIGNEES.  
THE Steamship  
"PRINZ HEINRICH,"  
OF THE NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY, the 30th inst.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 6th April, at 8.30 A.M.  
All Claims must reach us before the 6th April, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.  
**NORDDEUTSCHER LLOYD, MELOCHERS & CO., Agents.**  
Hongkong, 30th March, 1904. [5]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
CONSIGNEES per Company's Steamer  
"OOPACK,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd inst.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 7th prox.  
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th prox., will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognised.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, 31st March, 1904. [10-11]

"THE EAST OF ASIA."  
(Published Quarterly).  
CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, etc., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.  
Price ... .. \$1.50.  
On Sale at "NORTH CHINA HERALD OFFICE, Shanghai,"  
**MESSRS KELLY & WALSH**  
Hongkong;  
and all leading Booksellers in the Far East.  
Hongkong, 14th February, 1903.

## NO / READY.

THE DIRECTORY AND CHRONICLE FOR 1904.  
Complete Edition ... .. \$10  
Small Edition ... .. \$ 6  
Obtainable at the Daily Press Office or Local Booksellers.  
Hongkong, 5th March, 1904.

THE TIENTSIN GAS AND ELECTRIC LIGHT COMPANY, LIMITED.  
INCORPORATED under The Companies' Ordinances of Hongkong, whereby the liability of Members is limited to the amount of their shares.  
CAPITAL: TAELS 250,000.  
Divided into 2,500 shares of Tls. 100 each of which 600 shares have already been allotted to shareholders in The Tientsin Gas Co., Ltd. Present Issue 1,500 shares of Tls. 100 each of which 350 shares have already been subscribed for by Shareholders in The Tientsin Gas Co., Ltd. The balance of 1,150 shares is now offered to the public.  
TERMS:  
10 Taels payable on application.  
30 " " 1st August, 1904.  
30 " " 1st November, 1904.  
30 " " 1st February, 1905.  
DIRECTORS:  
C. POULSEN, Esq. (Chairman), of Electric Engineering and Fitting Co.  
R. OSWALD, Esq., of Messrs. Oswald and Loup.  
W. E. SOUTHCOOT, Esq., of Messrs. William Forbes & Co.  
W. T. L. WAT, Esq., of Taku Tug & Lighter Company, Limited.  
WU JIM PAH, Esq., Comptroller, Hongkong and Shanghai Banking Corporation.  
Prospectuses and Forms of Application for shares may be obtained on application to the Hongkong and Shanghai Banking Corporation at their Branches in Tientsin, Peking, Shanghai and Hongkong, and also from Messrs. Doney & Co., 99, Consular Road, Tientsin. Share Lists close at 4 p.m. on Saturday, 30th April, 1904.  
Hongkong, 1st April, 1904. [1923]

THE TRADE MARKS ORDINANCE, 1898.  
APPLICATION FOR REGISTRATION OF TRADE MARK.  
NOTICE IS HEREBY GIVEN that The BRADFORD DYERS' ASSOCIATION LIMITED, of No. 39, West Street, Bradford, Yorkshire, England, Dyers, have, on the 30th day of January, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:  
The representation of a bird's nest with three eggs lying inside it.  
In the name of The BRADFORD DYERS' ASSOCIATION LIMITED, who claim to be the proprietors thereof.  
The TRADE MARK has been used by the Applicants in respect of the following goods: Cotton piece goods of all kinds except white cotton piece goods in class 24. Silk piece goods in class 31. Cloths and stuffs of wool worsted or hair in class 34.  
A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.  
Dated the 4th day of March, 1904.  
**JOHNSON, STOKES & MASTER,**  
Solicitors for the Applicants,  
5, Des Voeux Road Central, Hongkong.  
665]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.  
Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brock, Hongkong.  
Albion, battleship, 12,950 tons, 16 guns, Capt. Fremantle, Hongkong.  
A'vridge, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Hongkong.  
Amir, iron, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Hongkong.  
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong.  
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. C. O. M. Makins, Yangtze.  
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, Yangtze.  
Centurion, battleship, 10,500 tons, Capt. Fegen, Hongkong.  
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Hongkong.  
Delise, cruiser, 5,600 tons, 11 guns, Captain Stokes, Singapore.  
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Newchwang.  
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. Asser, at Hongkong.  
Fearless, gunboat, 443 tons, 12 guns, Comdr. Vaughan Lewis, Weihaiwei.  
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Hongkong.  
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.  
Hart, torpedo-boat destroyer, 230 tons, 6 guns 4,000 h.p., in reserve.  
Humber, steelship, 1,840 tons, Comdr. John D. Daintree, Weihaiwei.  
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.  
Kinsha, river gunboat, 331 tons, Lieut. Comdr. Christopher P. Melcalf, on Yangtze.  
Lievintham, cruiser, 14,100 tons, Capt. Hon. W. G. Stopford, Weihaiwei.  
Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, West River.  
Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain R. F. O. Foote, C.M.G., Hongkong.  
Otter, torpedo-boat destroyer, 350 tons, in reserve.  
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Shanghai.  
Rambler, surveying-ship, 533 tons, Capt. Morris H. Smyth, Hongkong.  
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, Hongkong.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.  
Rosario, sloop, 980 tons, 6 guns, 1,140 h.p., Comdr. Thos. Jackson, Yangtze.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. L. W. Jones, West River.  
Sirius, 2nd class cruiser, 3,900 tons, Capt. C. H. H. Moore, cruising.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.  
Sparrowhawk, torpedo-boat destroyer, 360 h.p., Lieut. Comdr. Coddington, Hongkong.  
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in Reserve.  
Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, cruising.

## NOW READY.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1904.  
WITH ALPHABETICAL LIST.  
88 PAGES, PAPER COVER, 60 Cents.  
On Sale at  
AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai.  
Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Quinsu Gardens, Shanghai;  
Messrs. KELLY & WALSH, LD., Hongkong, Shanghai and Yokohama;  
Messrs. W. BREWER & CO., Hongkong and Shanghai;  
YUEN CHONG BOOK STORE, Swatow;  
Messrs. A. S. WATSON & Co., Amoy;  
Messrs. A. S. WATSON & Co., Foochow;  
Messrs. H. BLOW & Co., Tientsin;  
Messrs. HODGE & Co., "Seoul Press," Seoul;  
"NAGASAKI PRESS" OFFICE, Nagasaki;  
"KORR CHRONICLE" OFFICE, Kobe;  
"DAILY PRESS" OFFICE, Hongkong, and at the London Office, 131, Fleet Street, Hongkong, 12th December, 1903.

QUAN WAH & CO.  
GRANITE MERCHANT CONTRACTORS.  
Dealers in  
MARBLE AND GRANITE MONUMENTS  
No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application.  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1899. [251]

COLD STORAGE.  
THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.  
WM. PARLANE, Manager.  
Hongkong, 18th November, 1901. [157]

A. LING & CO.,  
FURNITURE STORE,  
PLATED GLASS AND CROCKERY WARE, &c., &c., and FOCHOOW LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [31]

PRINTING.  
THE PRINTING DEPARTMENT of the "HONGKONG DAILY PRESS" possesses every facility for the prompt and satisfactory execution of all descriptions of COMMERCIAL AND GENERAL PRINTING.  
ALL WORK EXPEDITIOUSLY EXECUTED.  
ESTIMATES FURNISHED.

THE PHYSICIAN'S Care for Gout Rheumatic Gout and Gravel.  
Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.  
**DINNEFORD'S MAGNESIA**  
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

A PERFECT BEVERAGE.  
**van Houten's Cocoa**  
is known and prized throughout the whole world for its high quality and delicious natural flavor.

**van Houten's Cocoa**  
Best & Goes Farthest.

Gold Medal, Health Exhibition, London  
BENGER'S FOOD is not only highly nutritive, but is most easily digested, and is so delicious that it is enjoyed by Infants, Invalids, Convalescents and the Aged.  
"After a long-continued experience of Foods both at home and in India, I consider 'Benger's Food' incomparably superior to any I have ever prescribed."  
BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.

For INFANTS, INVALIDS, & THE AGED.  
Delicious, Nutritive, Digestible.

THE Young American Cigars.  
Connoisseurs' opinions of these Cigars:  
They are delicious! soothing! unequalled in quality, flavour, and price. Ask your tobacconist for them and do not be put off with any other.

**Sanitas**  
Unequaled  
Purifying Agent  
Indispensable in Hot Countries.  
"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.  
"Sanitas" Disinfecting Powder  
is the best air purifier known, and a stronger antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.  
"Sanitas" Eucalyptus Soap  
is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.  
Kingzett's Fumigating Candles  
supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are highly efficacious and economical. Destroy all insects.  
THE "SANITAS" CO. LTD.  
BETHNAL GREEN, LONDON, E.  
[410]

PRINTING.  
THE PRINTING DEPARTMENT of the "HONGKONG DAILY PRESS" possesses every facility for the prompt and satisfactory execution of all descriptions of COMMERCIAL AND GENERAL PRINTING.  
ALL WORK EXPEDITIOUSLY EXECUTED.  
ESTIMATES FURNISHED.

THE PHYSICIAN'S Care for Gout Rheumatic Gout and Gravel.  
Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.  
**DINNEFORD'S MAGNESIA**  
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

A PERFECT BEVERAGE.  
**van Houten's Cocoa**  
is known and prized throughout the whole world for its high quality and delicious natural flavor.

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## POST OFFICE NOTICES.

**EASTER HOLIDAYS.**  
On the Monday, 4th April the General Post Office will be open for one hour only, i.e., from 8 a.m. till 9 a.m. All outgoing mails will be closed at 9 a.m.  
The Money Order office will be entirely closed during the holidays.  
Until further notice the transmission of correspondence via Dally and the Trans-Siberian Railway is discontinued.  
The Dory, with the American mail, left Yokohama on Friday, the 25th ult., via Kobo, Nagasaki and Manila, and may be expected here on or about Monday, the 4th inst.  
The Japan, with the French mail of 4th ult., leaves Saigon on Friday, the 1st inst., at 1 p.m., and may be expected here on Monday, the 4th inst. This packet brings replies to letters despatched from Hongkong on 30th January.

## MAILS WILL CLOSE

FOR	PER	DATE.
Santo	Taichan	Monday, 4th, 9.00 A.M.
Namhu	Hoi Fu	Monday, 4th, 9.00 A.M.
Macao	Winghai	Monday, 4th, 9.00 A.M.
Shanghai	Whampoa	Monday, 4th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Europe, &c., India via Taticorin	China	Tuesday, 5th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Armand Behie	Wednesday, 6th, 10.00 A.M.
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)	Pundia	Wednesday, 6th, 2.00 P.M.
Straits and Rangoon	Lighting	Wednesday, 6th, 3.00 P.M.
Singapore, Penang and Calcutta	Kaifong	Thursday, 7th, 11.00 A.M.
Manila	Ardenia	Thursday, 7th, 3.00 P.M.
Yokohama and Kobe	Wuchang	Thursday, 7th, 3.00 P.M.
Iloilo	Chili	Thursday, 7th, 3.00 P.M.
Swatow and Tientsin	Zafra	Thursday, 7th, 3.00 P.M.
Manila		
Europe, &c., India via Taticorin	Ballaarat	Saturday, 9th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Europe, &c., India via Taticorin	Hambury	Wednesday, 13th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Singapore, Penang and Bombay	Capri	Wednesday, 13th, 11.00 A.M.
Manila	Rubi	Wednesday, 13th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Empress of India	Thursday, 14th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver	Athenien	Thursday, 27th, 11.00 A.M.

## TO-DAY.

Old Cheltonians Dinner, Hongkong Hotel, 7.45 to 8 p.m.  
TO-MORROW.  
Sale, Crown Lands, Public Works Department, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	2nd April.
Telegraphic Transfer	191
Bank Bills, on demand	190 1/2
Bank Bills, at 30 days' sight	189 1/2
Bank Bills, at 4 months' sight	188 1/2
Credit, at 4 months' sight	187 1/2
Documentary Bills, at 4 months' sight	186 1/2
ON PARIS.	
Bank Bills, on demand	223
Credit, at 4 months' sight	222 1/2
ON GERMANY.	
On demand	181 1/2
ON NEW YORK.	
Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	44
ON BOMBAY.	
Telegraphic Transfer	131 1/2
Bank on demand	132
ON CALCUTTA.	
Telegraphic Transfer	131 1/2
Bank on demand	132
ON SHANGHAI.	
Bank, at sight	72
Private, 30 days' sight	72 1/2
ON YOKOHAMA.	
On demand	74 1/2
ON MANILA.	
On demand	Nominal
ON SINGAPORE.	
On demand	Nominal
ON BATAVIA.	
On demand	100 1/2
ON HAIPHONG.	
On demand	11 p.m.
ON SAIGON.	
On demand	62 1/2
ON BANGKOK.	
On demand	62 1/2
SOVEREIGN'S Bank's Buying Rate	\$11.15
GOULD LEAD, 100 lbs. per ton	\$59
BAR SILVER, per oz.	25 1/2

## OPIMUM.

Questions are—	Allow'ce not to 1 cent.
Malwa New	\$940 to \$980 per picul
Malwa Old	\$1000 to \$1040 "
Malwa Older	\$1060 to \$1100 "
Malwa V. Old	\$1120 to \$1160 "
Persian fine quality	\$880 to "
Persian extra fine	\$900 to "
Patna New	\$131 1/2 to per chest
Patna Old	" to "
Bengals New	\$130 1/2 to "
Bengals Old	" to "

## VESSELS EXPECTED.

**THE FRENCH MAIL.**  
The M.M. steamer *Amann* left Saigon on the 1st inst., at 1 p.m., for this port.  
**THE AMERICAN MAIL.**  
The O. & O. steamer *Doris* left Nagasaki for Manila on Tuesday, the 29th ult., at daylight, due Manila Saturday daylight.  
The P.M. steamer *Sylvania* left San Francisco for this port via Honolulu, &c., on the 23rd ult.  
**THE CANADIAN MAIL.**  
The G.P.R. steamer *Empress of India* left Vancouver on the 21st ult., p.m., for Hongkong via the usual ports of call.  
**MERCHANT STEAMERS.**  
The C. & M. steamer *Zafra* left Manila on the 1st inst., p.m., and is due here on the 4th inst., at daylight.  
The N.G.I. steamer *Capri* left Singapore for this port on the 25th ult., and may be expected here on the 4th inst.  
The H.A.L. steamer *Ardenia*, from Hamburg, left Singapore for this port on the 25th ult., p.m., and may be expected here on the 5th inst., at daylight.  
The P. & O. steamer *Formosa* left Singapore for this port on the 30th ult., at 5 p.m.  
The C.C.J. Lijn steamer *Tymaki* left Moji via Amoy for this port on the 30th ult., and may be expected here on the 6th inst.  
The E. & A. steamer *Australian*, for Australia, left Kobe on the 1st inst. for this port.  
The Ben Line steamer *Benlue*, from Antwerp and London, left Singapore on the 30th ult. for this port.

The C.P.R. steamer *Athenien* arrived at 3.30 p.m. on the 30th ult., and left again at 8.30 p.m. on the 31st ult. for Shanghai, where she is due to arrive at noon on the 4th inst.  
The steamer *Shimosa* left Singapore for this port via Manila on the 11th ult.  
The C.N. steamer *Anhui* left Port Darwin on the 30th ult. for Manila and Hongkong.  
The Boston Tow Boat Co.'s steamer *Lyra* left Victoria (B.C.) for Yokohama and the usual ports on the 3rd ult.  
The O.S.S. & C.M. steamer *Pingsey* left Victoria (B.C.) on the 24th ult. for Japan and Hongkong.  
The C.M. steamer *Claverley* left Asteria on the 13th ult., and is due here on the 12th inst.  
The A.A. steamer *Claverley*, from New York, left Singapore on the 30th ult., p.m., for Manila, and is due here on the 13th inst.  
The P. & A. steamer *Indravelli* left Port of (Or.) on the 14th ult., and is due to arrive in Hongkong about 13th inst.  
The E. & A. steamer *Empire* left Sydney on the 30th ult. for Queensland ports and Hongkong.  
The C.P.R. steamer *Tartar* left Vancouver for Hongkong via the usual ports of call on the 31st ult.

**STEAMERS PASSED THE CANAL.**  
Mar. 1st—*Cathartes*, *Plutiva*, 4th—*Hudson*, *Denavara*, *Artemisia*, *Brundale*, *Crugazell*, 5th—*Formosa*, *Jason*, *Jeerie*, *Sikh*, 11th—*Achilles*, *Arabia*, *Annem*, *Louis*, *Trader*, *Margate*, *Beagle*, 15th—*Armenia*, *Glenelg*, *Klein*, *Maris*, *St. Kilda*, *Meredian*, *Standard*, 18th—*Adonis*, *Alecia*, *Konack*, *Bratichul*, *Voronej*, 22nd—*Higon*, *Manila*, *Oldenburg*, *Doroch*, *Orange*, *Ness*, *Paterno*, *Thyra*, 25th—*Strasbourg*, *Arrogan*, *Palma*, *Solovje*, 29th—*Aravonia*, *Bennohr*, *Madoff*, *Angus*, *Kadomskare*, *C. Ferdi*, *Lacis*, *Segidiz*, *Sinecon*.

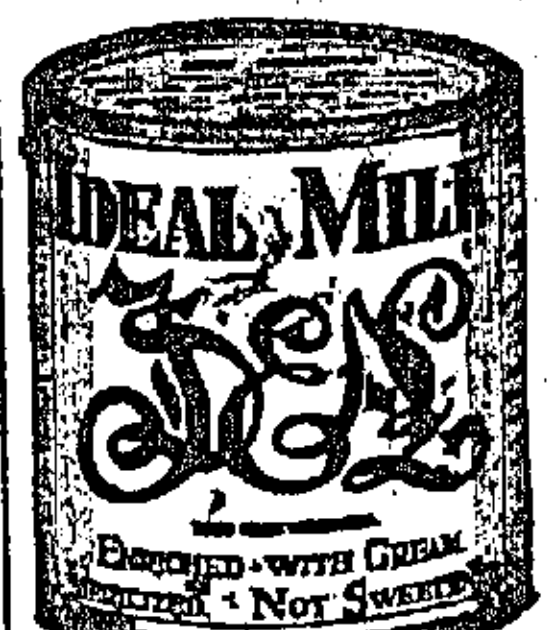
**ARRIVALS AT HOME.**  
Mar. 4th—*Glenroy*, *Pyrhus*, *Yangtze*, 7th—*Japan*, 8th—*Glenfarg*, *Georgian Prince*, 11th—*Ernest*, *Simons*, *Sachsen*, 15th—*Homer*, *Ambria*, *Princess Marie*, 18th—*Lindber*, *Cassie*, *Syria*, *Vindobona*, *Marie Valerie*, 22nd—*Tarra*, *Nestor*, 25th—*Gera*, *Nubia*, 29th—*Wursburg*, *Glenloch*, *Bendighshire*.

## PASSENGERS.

**ARRIVED.**  
Per *Triton*, from Swatow, Miss Hastings.  
Per *Kwangtong*, from Shanghai for Hongkong, Mrs. A. Schmidt, Messrs. T. Ellibrook and W. H. Brennan.  
Per *Haiching*, from Foochow, &c., Mrs. A. B. Scott, Mrs. Whyte and Alexander, Messrs. Y. Hayakura, R. Richter, S. P. Huan, Chas. Kik, W. T. Yip and T. Poo, Mrs. Mackenzie, B. K. and G. H. Watson.  
Per *Piscanulok*, from Bangkok, Mrs. Richardson and secretary, and Dr. Ehrlich.  
Per *Petchaburi*, from Kohsichang, Mr. Clarke.  
Per *Kaifong*, from Manila, Mr. and Mrs. Guerin, Mrs. J. F. Smith, Mrs. P. J. Perrine, Mrs. Ralph Page, Capt. J. H. Russell, Misses A. P. Klein, A. B. Pearson, and Lucia Perez, Messrs. J. M. Edgar, W. Thompson, B. Flores, E. J. McLaughlin, G. W. McElroy, W. M. Carruth, C. H. Goddard, Bryan Bradley, Seth P. Mobley, T. Tellenburg, W. Patterson, E. H. Cope, J. E. Griffiths, E. Leuchinger, Louis McColl, J. B. Leisbon, P. C. Boobee, W. E. Boling, W. T. Fargo, H. S. Dye, W. S. Bailey, and Col. D. J. Baker.

**DEPARTED.**  
Per *Tremont*, from Hongkong for Japan and Tacoma Wash, Mr. and Mrs. Allen, Mr. and Mrs. Guy Clinton, Mr. and Mrs. Geo. Eckley, Mr. and Mrs. Wong How and three children, Rev. and Mrs. Jansen and child, Mrs. G. E. Jenkins, Mrs. F. Henley, Mrs. McNeilly, Mrs. G. B. Hart, Mrs. M. Twombly, Mrs. Stein and two children, Mrs. McKay and child, Mrs. E. M. Libbeard and Mrs. Kent, Miss Lucy P. Vogelmann, J. D. Gilliam, M. Bartsch, F. W. Stein, O. D. Miller, B. J. Dickie, E. W. Turner, M. M. Goldsmith, S. A. Coban, Manuela Infante, F. W. Rose, C. H. Hope, L. B. Cooke, F. Lewis, Chas. Wax, and R. B. Sherman and servant, Captain D. H. Ward and J. F. McCann.

## Ideal Milk



Enriched 20 per cent.  
with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

## JOINT STOCK SHARES.

Hongkong, 4th April.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & Shanghai	\$125	(\$171), buyers
Nati Bank of China	28	\$63 1/2, buyers
B. Shares	28	\$35 1/2, buyers
Foun. Shares	21	\$10.
Hell's Asbestos E. A.	21	\$5, sellers
Canton-Hongkong	\$10	\$10, nominal
Campbell, Moore & Co.	\$10	\$40, sellers
China-Borneo Co., Ltd.	\$12	\$5.10, sales & buy.
China Light and	\$10	\$5.
Power Co., Ltd.	\$10	\$8.75.
China Prov. L. & M.	\$100	\$113, buyers
Cigar Companies	\$500	\$20.
Alumina, Ltd.	\$10	\$10, buyers
Hidippon Co., Ltd.	\$10	\$10, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 33, sellers
International	Tls. 75	Tls. 25.
Laou Kung Mow	Tls. 100	Tls. 32 1/2.
Boycott	Tls. 500	Tls. 170.
Hongkong	\$4	\$14 1/2, sellers
Dairy Farm	\$25	\$12 1/2.
Kowloon & Co., Geo.	\$10	\$25, sales
Green Island Cement	\$10	\$25, sales
Hongkong & C. Gas.	\$10	\$13, sales
Hongkong Electric	\$5	\$6 1/2, sales & buy.
H. M. L. Tramways	\$100	\$300.
Hk. Steam Water	10	\$151, sellers
Keat Co., Ltd.	\$25	\$25, sales & buy.
Hongkong Hotel	\$50	\$135, sales
Hongkong Ice	\$25	\$220, sellers
H. & K. Wharf & C.	\$50	\$43, buyers
Hongkong Rope	\$50	\$142 1/2, sellers
H. & W. Dock	\$50	\$205.
Insurance—		
Canton	\$50	\$175, sellers
China Fire	\$50	\$53, buyers
China Trading	\$25	\$55, sales & buy.
Hongkong Fire	\$50	\$55, sales
North China	25	Ts. 67 1/2.
Union	\$100	\$470, sales & buy.
Yangtze	100	\$135.
Land and Building—		
Hongkong Land Inv	\$100	\$145, sellers
Humphreys & E.	\$24	\$104.
Kowloon Land & B.	\$30	\$250, sales & buy.
West Point Building	\$50	\$85, sellers
Shanghai Land	\$50	Tls. 107.
Lucan Sugar	\$100	\$10, sellers
Mining—		
Charbonnages	Fcs. 250	\$500.
Fumong	\$11	\$1, sellers
Do. Preference	19/10	25 cts.
Kaibis	\$63	\$71, sellers
New Amoy Dock	\$10	\$91.
Powell, Ltd.	\$10	\$91.
Steamship Coys.—		
China and Manila	\$50	\$22, sellers
Douglas Steamship	\$50	\$34, buyers
M. Canton and N.	\$16	\$25 1/2, buyers
Indo-China S. N.	\$10	\$50, buyers
Shel Transport and	\$1	\$18, sellers
Trading	\$10	\$10, nominal
Do. Preference	\$10	\$31, sales & sellers
S. C. F. Boyd & Co., Ltd.	Tls. 100	Tls. 142 1/2.
S. & H. Dyeing & C.	\$50	\$50.
Co., Ltd.		
Tobacco Planting Co.	\$5	\$1, sellers
United Asbestos	\$10	\$210, buyers
Watkins, Ltd.	\$10	\$68, ex div.
Watson & Co., A.S.	\$10	\$14, sales & buyers

## VERNON &amp; SMYTH, Brokers.

HONGKONG HIGH-LEVEL TRAM.  
WAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.	NIGHT CARS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.	1.45 p.m. to 9.00 p.m. 9.45 to 11.15 p.m. every 1 hour.
8.00 a.m. to 8.30 a.m. Every 10 minutes.	
8.30 a.m. to 9.00 a.m. Every 10 minutes.	
9.00 a.m. to 9.30 a.m. Every 10 minutes.	
9.30 a.m. to 10.00 a.m. Every 10 minutes.	
10.00 a.m. to 10.30 a.m. Every 10 minutes.	
10.30 a.m. to 11.00 a.m. Every 10 minutes.	
11.00 a.m. to 11.30 a.m. Every 10 minutes.	
11.30 a.m. to 12.00 p.m. Every 10 minutes.	
12.00 p.m. to 12.30 p.m. Every 10 minutes.	
12.30 p.m. to 1.00 p.m. Every 10 minutes.	
1.00 p.m. to 1.30 p.m. Every 10 minutes.	
1.30 p.m. to 2.00 p.m. Every 10 minutes.	
2.00 p.m. to 2.30 p.m. Every 10 minutes.	
2.30 p.m. to 3.00 p.m. Every 10 minutes.	
3.00 p.m. to 3.30 p.m. Every 10 minutes.	
3.30 p.m. to 4.00 p.m. Every 10 minutes.	
4.00 p.m. to 4.30 p.m. Every 10 minutes.	
4.30 p.m. to 5.00 p.m. Every 10 minutes.	
5.00 p.m. to 5.30 p.m. Every 10 minutes.	
5.30 p.m. to 6.00 p.m. Every 10 minutes.	
6.00 p.m. to 6.30 p.m. Every 10 minutes.	
6.30 p.m. to 7.00 p.m. Every 10 minutes.	
7.00 p.m. to 8.00 p.m. Every 10 minutes.	

## NIGHT CARS.

1.45 p.m. to 9.00 p.m. 9.45 to 11.15 p.m. every 1 hour.

## SPECIAL CARS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

## NIGHT CARS as on Week Days.

## SATURDAYS.

1.45 p.m. to 11.30 p.m. and 11.45 p.m. SPECIAL CARS by arrangement at the Company's Office, 35 & 40, Queen's Road Central.

H. N. D. HUMPHREYS & SON, General Managers.  
Hongkong, 14th January, 1904.

## RUINART PERE &amp; FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.  
Hongkong, 18th May, 1903.

## AMOI ENGINEERING CO., LD., AMOI

CALL FLAG E.  
REPAIR WORK to Steamers and Locomotives. Castings in Brass and Iron. Moderate charges. Work solicited.  
J. D. EDWARDS, Manager.  
Amoy, 3rd December, 1903.

## INSURANCES

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO., Hongkong, 26th November, 1903.

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

THE undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security ... \$25,719

Total Losses Paid ... \$26,769,240

THE undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1903.

NORTHERN ASSURANCE CO.

FIRE AND LIFE.

ESTABLISHED 1836.

THE undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept risks at current rates.

ALEX. ROSS & CO., Agents.

Hongkong, 19th March, 1904.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.